

An Engineer's Reminiscences.

"Well, I've had a little experience in running an engine," said a long specimen of the genus Yankee, putting one elbow on the bar counter and holding his whiskey straight up to the light, "and if it would amuse you I'll give you a yarn or two.

"Stave ahead," said his companion, "but I've been there myself. I used to run an engine from New York to Philadelphia."

"Oh, you did," said the Yankee. "Well, that just amounts to nothing. I've been a special engineer for the last ten years, and there ain't a mile of track between here and Frisco I haven't travelled over. You see us special engineers are obliged to be ready for anything at a moment's notice, and when we travel we just get right over the ground, and don't you forget it."

"I've made some pretty good time myself," said the second engineer. "I took a train through from New York to Philadelphia in 80 minutes."

"Oh, that's child's play," said the first engineer. "Why, man, I've made that run myself, and with one piston rod gone at that. It was a lively trip, and don't you forget it. I'd just got back from a special run up through the coal regions, when word came that one of the big guns of the company wished to start at once for Philadelphia. I knew what that meant, so I jumped aboard long-legged Jim, hitched a construction car behind the tender and a drawing-room coach behind that, and reported for duty. I knew my engine, and I ran up forty pounds of steam more nor she was marked to carry. When the word came I let everything slide and the old boy just jumped into the air. Then he settled down to his work. Everything was clear in front of us, and let him out for all he was worth at the start. In less'n five minutes you couldn't count the telegraph poles, they flew by us so fast. I had two firemen, and I just made 'em earn their passage from the word go. Old Jim must have eat up two tons o' coal inside ten miles."

"What!" ejaculated the second engineer.

"Sure!" said the first engineer. "And we hadn't been out of the station fifteen before every blasted boiler pipe was red hot, and we had to keep flooding the cab with water to keep from burning the darn thing up. Oh, we was just gettin' there my boy, and I didn't let up a pound. Every time we took a curve the outside wheels would be at least a foot up in the air, and once or twice the tender jumped clean on to the ties, but old Jim would yank her back again, and—"

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A. C. R.

"Ain't you kind of stretching a point," asked the second engineer.

"Not a bit of it," said the first engineer. "Why afore we was half way Philadelphia both o' those firemen was down on their knees praying, and I had to do feeding myself until I swore 'em back to their senses again. Well, everything went well enough the first two-thirds o' the run, and I was just a-waiting to myself over the road I was pulling up, when there came a rattle like a rifle, and I know one of the blast-piston rods had busted. There was nothin' to do but stop, and I lost ten minutes' time. The big gut of the coach and came down to see what was up. 'What's to be done?' said he, 'I got one piston-rod left,' said I, 'and I'll take you through on time.' He knew me, and he just lit a fresh cigar and walked back to the coach as contented as a lamb. Well, I just set those praying firemen to work for all they was worth and I had her up to 160 pounds over the limit in less'n an hour. Then I lit the side. Lord Harry, I thought old Jim would jerk the stuffin' out of everything behind him. We just played hop-scotch and I don't believe we touched the four or five times a mile. I know it was a hundred dollar check or nothin', and was after that check. Well, these firemen got to prayin' worse an' ever, an' I had to swear I'd throw 'em overboard afore they'd come to time. I tell you we was just movin'. Why, the towns got under all together, an' we'd no more on' get squint at one station afore we was five miles past it an' it was—"

"Here I here!" said the second engineer, "that's laying it on too strong."

"True as you're here," said the first engineer. "I'd introduce you to the praying firemen, but they cut the business afore that, and, an' I kinder lost sight of 'em. Well, we got within ten miles of Philadelphia, an' I begun to stop her."

"Stop her?"

"Yes; I know I couldn't stop her side o' ten miles, and didn't fetch it that, for when we ran into the station we mashed in the bumpers and ripped about twenty feet o' the platform before old long-legged Jim would agree the train was over; but I got the check," and the Yankee engineer thoughtfully drained his glass, as his friend ordered the keeper to "set 'em up again."

A gentleman committed suicide the other day and left a paper stating he did so because his wife was a good deal too good for him. The following is the conclusive evidence that the deceased was in an unusual state of mind.

Vol. ...  
It came That From a To top "Peace t From The wor To he  
Yet with The w Beneath Two t And man The l Oh! hum And h  
And ye, Whose Who toll With Look now Come Oh! rest And h  
For to l By pro When wit Come When Pe It's an And the v Which  
Th  
I—did words," a glum, grin guess it'l "I wish John," "Twas al Your brot to believe ye out o' th "What d her husban god chin i whiskers v his when b ious. Mrs. M long etooki heal to too answered: "Didn't she answer